

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-331-AD; Amendment 39-10538; AD 98-11-11]

RIN 2120-AA64

Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA) Model CN-235 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 98-11-11 that was published in the Federal Register on May 26, 1998 (63 FR 28482). The typographical error resulted in an incorrect citation of a referenced service bulletin. This AD is applicable to all CASA Model CN-235 series airplanes, and requires modification of the passenger and crew doors and repetitive visual inspections, adjustments, and tests of the passenger and crew door latching and locking systems to ensure correct operation.

DATES: Effective June 30, 1998.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of June 30, 1998 (63 FR 28482, May 26, 1998).

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 98-11-11, amendment 39-10538, applicable to all CASA Model CN-235 series airplanes, was published in the Federal Register on May 26, 1998 (63 FR 28482). That AD requires modification of the passenger and crew doors and repetitive visual inspections, adjustments, and tests of the passenger and crew door latching and locking systems to ensure correct operation.

As published, AD 98-11-11 contained typographical errors in paragraph (a)(2)(ii), which indicated that the actions required by that paragraph were to be accomplished in accordance with "paragraphs 2. and 3. of CASA COM 235-093, Revision 02, dated October 19, 1995; and paragraph V of Annex II of CASA COM 235-098, Revision 02, dated October 19, 1995." However, the correct service information reference is CASA COM 235-098, rather than CASA COM 235-093. In addition,

the paragraph reference for Annex II should read: "paragraph V." (In all other parts of the published AD and its preamble, the service information was cited correctly.)

This document corrects the reference to the CASA service information cited in paragraph (a)(2)(ii) of AD 98-11-11.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of this AD remains June 30, 1998.

In final rule, FR Doc. 98-13395, published on May 26, 1998 (63 FR 28482), make the following corrections:

§ 39.13 [Corrected]

1. On page 28483, in the third column, paragraph (a)(2)(ii) of AD 98-11-11 is corrected to read as follows:

* * * * *

(a) * * *

(2) * * *

(ii) Repeat adjustments and tests of the door latching and locking systems, in accordance with paragraphs 2. and 3. of CASA COM 235-098, Revision 02, dated October 19, 1995; and paragraph V of Annex II of CASA COM 235-098, Revision 02, dated October 19, 1995; at intervals not to exceed 1,200 flight hours. If any discrepancy is found during any adjustment or test, prior to further flight, accomplish the applicable corrective action in accordance with the COM.

* * * * *

Issued in Renton, Washington, on July 15, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-19456 Filed 7-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-331-AD; Amendment 39-10538; AD 98-11-11]

RIN 2120-AA64

Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA) Model CN-235 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all CASA Model CN-235 series airplanes, that requires modification of the passenger and crew doors and repetitive visual inspections, adjustments, and tests of the passenger and crew door latching and locking systems to ensure correct operation. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent inadvertent opening of a door during flight of the airplane, which could result in rapid decompression of the passenger cabin.

DATES: Effective June 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 30, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all CASA Model CN-235 series airplanes was published in the Federal Register on March 27, 1998 (63

FR 14861). That action proposed to require modification of the passenger and crew doors and repetitive visual inspections, adjustments, and tests of the passenger and crew door latching and locking systems to ensure correct operation.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Explanation of Editorial Changes

In the proposed AD, the FAA inadvertently omitted a reference to Annex I, Revision 2, and Annex II, Revision 2, of CASA Communication COM 235-098, Revision 02, dated October 19, 1995. Therefore, the FAA has revised paragraph (a)(2) of the final rule accordingly.

Additionally, the FAA has revised paragraph (a)(2)(ii) of this final rule to include a reference to the CASA COM mentioned previously, which was inadvertently omitted from the proposed AD.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 2 airplanes of U.S. registry will be affected by this AD.

It will take approximately 4 work hours per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$480, or \$240 per airplane, per inspection cycle.

It will take approximately 60 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$406 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$8,012, or \$4,006 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in

the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION: [*Federal Register: July 22, 1998 (Volume 63, Number 140); Page 39232-39233; www.access.gpo.gov/su_docs/aces/aces140.html*]

98-11-11 Construcciones Aeronauticas, S.A. (CASA): Amendment 39-10538. Docket 97-NM-331-AD.

Applicability: All Model CN-235 series airplanes, including serial number (S/N) C-011, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadvertent opening of a door during flight, which could result in rapid decompression of the passenger cabin, accomplish the following:

(a) Within 3 months or 300 flight hours after the effective date of this AD, whichever occurs later, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) Modify the passenger and crew doors in accordance with CASA Service Bulletin SB-235-52-54, Revision 1, dated October 24, 1995; and

(2) Perform follow-on actions (i.e., inspections for discrepancies, adjustments, and tests) in accordance with CASA COM 235-098, Revision 02, dated October 19, 1995, including Annex I, Revision 2, and Annex II, Revision 2. If any discrepancy is found, prior to further flight, accomplish the applicable corrective action in accordance with the COM. Thereafter accomplish the requirements of paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Repeat the visual inspection for discrepancies of the passenger door and crew door latching and locking systems, in accordance with paragraph 1. of CASA COM 235-098, Revision 02, dated October 19, 1995, at intervals not to exceed 300 flight hours. If any discrepancy is found, prior to further flight, accomplish the applicable corrective action in accordance with the COM.

(ii) Repeat adjustments and tests of the door latching and locking systems, in accordance with paragraphs 2. and 3. of CASA COM 235-098, Revision 02, dated October 19, 1995; and paragraph V of Annex II of CASA COM 235-098, Revision 02, dated October 19, 1995; at intervals not to exceed

1,200 flight hours. If any discrepancy is found during any adjustment or test, prior to further flight, accomplish the applicable corrective action in accordance with the COM.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The actions shall be done in accordance with CASA Service Bulletin SB-235-52-54, Revision 1, dated October 24, 1995, and CASA Communication COM 235-098, Revision 02, dated October 19, 1995, including Annex I, Revision 2, and Annex II, Revision 2. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Spanish airworthiness directive 3/95, Revision 1, dated October 1, 1995.

(e) This amendment becomes effective on June 30, 1998.

Issued in Renton, Washington, on May 14, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-13395 Filed 5-22-98; 8:45 am]

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